



## Eastern Region Planning

# State Route 291 Route Development Plan

### Public invited to upcoming open houses

The Washington State Department of Transportation (WSDOT) would like to cordially invite you to visit one of our upcoming open houses for the SR 291 Route Development Plan. These open houses are being held as part of our continuing effort to keep the public informed, and to provide an opportunity for interested citizens to become involved and to give feedback.



Listening Posts made it easy to get involved .

These open houses will cover the entire length of the study (from Market on the east to Tum Tum on the west) and introduce conceptual solutions to the concerns identified by the public and the stakeholders. There will be three different dates and locations for the open houses to allow more convenient opportunities for you to attend.

There will be no formal presentation, so please feel free to drop in at any time between 5:30 p.m. and 7:30 p.m. WSDOT planners and engineers will be available to answer questions, listen to concerns, and receive written comments.

### Open House Schedule

#### April 11, 2006

Tuesday  
5:30 PM to 7:30 PM  
Nevada-Lidgerwood COP Shop  
4705 N. Addison Street  
Spokane, WA

#### April 13, 2006

Thursday  
5:30 PM to 7:30 PM  
Westside Church of the  
Nazarene  
2820 W. Francis Avenue  
Spokane, WA

#### April 18, 2006

Tuesday  
5:30 PM to 7:30 PM  
Tum Tum Community Center  
6424 Highway 291  
Nine Mile Falls, WA

### Milestones of the past year:

- Listening Posts from Tum Tum to East Francis
- Survey Results completed and analyzed
- Advisory Group Recommendations
- Bike club and neighborhood meetings
- More than 1,000 written comments have been collected through our public involvement

### Citizen input plays a big part

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The WSDOT began the SR 291 Route Development Plan by inviting a broad cross-section advisory group of community representatives together to begin discussions on the route. These neighborhood representatives, Planning Commission members, county and city staff, and emergency services representatives helped WSDOT develop a plan to ensure there would be early, continuous, and meaningful opportunities for public in-

volvement.

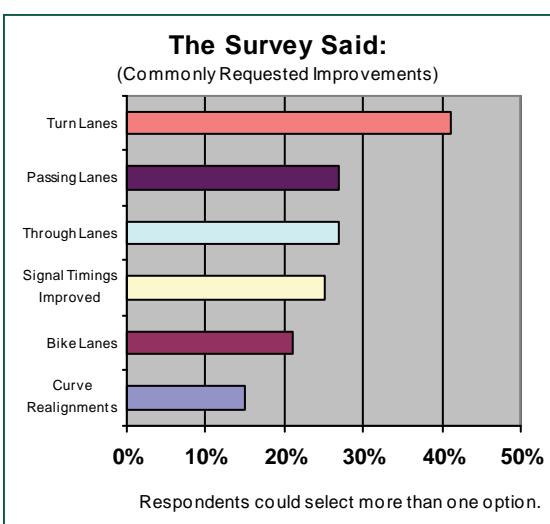
The advisory group agreed we would need a combination of mass-mailings, neighborhood

*"Thousands of homes with no alternative route...I worry about fires." -Citizen Comment*

meetings, listening posts, and open houses to get the word out when

the plan reached the draft recommendations stage. Following up on their advice, over 21,000 mailers with pre-paid return postage surveys were mailed to residents near the SR 291 corridor, from Market on the east to Tum Tum on the west. An internet site was created which also provided an electronic survey and e-mail form to leave comments. Between the mailed surveys, internet com-

(See "Survey results" on page 2)



## Survey results (continued from Page 1)

ments, and written comments gathered at community meetings, over a thousand written comments have been submitted for this Route Development Plan.

Comments varied greatly, and often were directly opposed to one another, but there was some agreement as to the primary concerns (42% cited delays and travel-time) and the desired improvements. The number one requested improvement (by over 41% of respondents) was more turn lanes, followed by a tie be-

tween the desire for added through lanes and passing lanes (each was selected by 27% of respondents).

Two other common themes came out through the listening posts and written

*"You get so many slow people that are afraid of driving that I feel are the real reason behind some accidents."* -Citizen Comment

comments: that bike lanes should be included for new routes, and that alternative routes were needed for both the Indian Trail and Sun-

crest areas. Survey results were incorporated into the study recommendations.

### From Motorists:

*"Increase speed limits—ban biking on this roadway."*

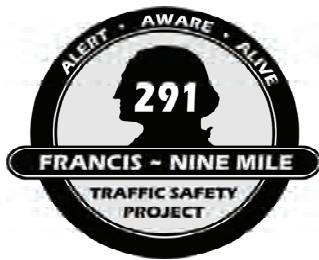
*"Either make a bike lane or outlaw bikes!"*

### From Bicyclists:

*"We need bicycle paths!"*

*"Best solution would have a bike/walking trail where possible."*

*"Wouldn't dare bike to Suncrest...too crooked & narrow."*



## WSDOT reaches out to bicyclists

During the public involvement work on the Route Development Plan one of the reoccurring issues in the mailed survey results was that of bicycle use on SR 291. The motorists expressing concerns were well represented at the Listening Posts, while very few bicyclists participated. In order to

get both sides of the issue, the RDP Team reached out to the bicycling community directly for their input.

*"Speeds are too high...need more police presence to stop the speeders."* -Citizen Comment

The Route Development Plan addresses the concerns and needs of both commuter and recreational bicyclists and calls for future improvements consistent with the Spokane Regional Pedestrian/Bikeway Plan.

### Bicycling Community Involvement

- 10/27/04 – Presentation, discussion, and bicycling survey with the Rocket Velo Racing Club.
- 11/08/04 – Presentation, discussion, and bicycling survey with the Spokane Bicycle Club.
- 03/09/05 – Meeting to discuss bicycling issues along SR 291 with the Spokane Bicycle Club, Inland Northwest Trails, and WA Bicycle Alliance.

## Traffic Safety Commission gains ground

The SR 291 Traffic Safety Project officially kicked-off on April 1, 2005. The purpose of the project is to find low cost solutions to traffic safety related issues on the corridor. The project begins at Division and extends to the Stevens County line.

Extra law enforcement patrols by Washington State Patrol, Spokane Police Department, and Spokane County Sheriff's Office have been active for nearly a year. Residents and drivers on the corridor have

commented on the visibility of the patrols. The Liquor Control Board has done regular compliance checks throughout the corridor.

One engineering pilot project on the corridor has been a side street indicator light at Francis and Monroe. The light allows law enforcement to be on a side street and see when the light at the Francis/Monroe intersection turns red enabling them to stop those who run the red lights.

Education also plays an important role. In late summer of 2005, table-top fliers and coffee sleeves with safe driving messages were distributed to restaurants, espresso stands and bars. KXLY-TV is currently running a public service announcement about the corridor.

For more information, please call Peggy Hodges at the Spokane County Traffic Safety Commission, (509) 477-2342.

## Nine Mile Falls safety project moves toward construction

This project is now funded and designed, with construction expected to begin in April, 2006. The project will include:

- Realignment of Rutter Parkway to the South
- Center turn lane through Nine Mile Falls
- Left and right turn lanes at Charles Road

Construction should be completed in October, 2006.

### Nine Mile Falls Traffic Information

- SR 291 will remain open during the project but, there may be extended delays due to earthwork and blasting operations in the vicinity of Charles Road to Rutter Parkway.
- Project information will be displayed on message boards and Highway Advisory Radio.
- An Alternate Route is available from the Suncrest area to Spokane via Swenson, McKenzie, Woolard and Monroe Roads. This route will be signed during construction.
- Rutter Parkway will be closed from SR 291 to Hope Lane after school ends in June, and the new Rutter Parkway will be opened to traffic just before school starts in August.



A major safety project will be under construction in 2006 for SR 291 through Nine Mile Falls.

For more project information, visit our website: <http://www.wsdot.wa.gov/Regions/Eastern/projects/US291Vicinity9MileSafetyImprovements/>

## Route recommendations include alternative routes-more turn lanes

The work on the SR 291 Route Development Plan has yielded over 40 conceptual solutions to deficiencies and concerns identified along SR 291 and east Francis Avenue within the study limits. Nearly 50% of those solutions identified new turn lanes or a modification to an existing turn lane. Just a few of the ideas are listed below:

- Construct a consistent 5-lane roadway section on east Francis Avenue consisting of 4 through lanes with a center two-way left turn lane (TWLTL), from Havana Street to Division Street and implement the proposed intersection improvements associated with the North-South Corridor project.
- Extend the Right-turn Lane at Indian Trail Road and Francis Avenue to operate more efficiently in the afternoon commute.



Turn lanes planned through Suncrest to improve safety.

- Construct recommended Right Turn Lanes, Left Turn Lane, and Two-Way-Left-Turn-Lanes at all warranted locations.
- Nine Mile Falls to Charles Rd. - Nine Mile Safety Improvement Project (see story above for project details).
- Construct a Two-Way-Left-Turn-Lane (TWLTL) through the Suncrest community from Swenson Road to Wylie Drive.

The study recognizes the limitations of the Francis Avenue corridor and identifies the need for alternate routes to destinations to provide motorists op-

tions other than Francis Avenue (SR 291). The most significant planned alternative route improvements are listed below:

- Work with City of Spokane on development of the Barnes Road connection from SR 291 to Indian Trail and Five Mile Prairie neighborhoods
- Keep informed about Spokane County plans to develop a Northwest Urban Connector, with emphasis on the Northside Arterial .
- Work with Spokane and Stevens Counties on increasing awareness of the existing alternate connection from Suncrest to north Spokane destinations via Swenson Rd.

# State Route 291 Route Development Plan



## Questions or Comments:

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Please Visit our RDP Website:

<http://www.wsdot.wa.gov/Projects/SR291/RouteDevelopmentPlan/>

